

## With the BOY SCOUTS OF HAWAII

BOY SCOUTS' INFLUENCE  
WHOLESONE IN  
THEIR NEIGHBORHOOD

HIGHEST BOY SCOUTS  
ARE 12,500 FEET  
ABOVE SEA LEVEL

This Aspect of the Movement Is Pointed Out by James E. West, Chief Scout Executive of the Boy Scouts of America—Reports Show That the Scout Movement Turns Boys Away from Boisterous Mischiefs to Wholesome Fun

Boy Scouts of America, Who Live in La Paz, Bolivia, Do Their Scouting in the Andes Mountains, So High Up That the Boys Seldom Have Bonfires and Never Go Swimming

The boy scouts invariably have a wholesome and fruitful effect upon their own immediate locality. Reports have come into headquarters from men, scout officers and women, telling of the change among the boys in a neighborhood after they have taken up scouting. It is the change from boisterous mischief to merry wholeness, play, with the appreciation of the rights and comforts of others.

"Here is an outward aspect of the Scout movement which has not been discussed," says James E. West, Chief Scout Executive of the Boy Scouts of America. "It is the phase of the influence of the movement that would not attract one's attention were it not for the fact that letters coming into the national headquarters from different parts of the country bearing on this one thing."

Bearing on this point is an extract from a letter by the Rev. T. S. Leonard of Athens, New York, who says, "Athens is a very much safer place for women and children than before the Boy Scouts were organized. The boys have been trained to be on the lookout continually for any rough bulls among the boys and in the school they are particular to look out for the little boys and girls. They are told to stop bullying and if they get into a fight to see that they are not licked."

Likewise writes C. H. Gaffin of Ft. Smith, Arkansas. "Not long ago a teacher in our public schools came to me and said: 'You ought to see what a great change has come over since he has joined the Boy Scouts. Previous to his entering that organization he was wilful, stubborn, and carried an air of 'don't care' and 'I'll do as I please'; but since he has joined the Scouts he has become more gentlemanly, more refined, more tractable and more honorable in the class room and on the playgrounds.'"

Edwin Lampshire, scout commissioner of the Boy Scouts of America, in Jacksonville, Florida, gives this interesting experience to show what the Boy Scout movement does. "In the spring of 1911, a group of boys in Springfield, Mass., caused a great deal of annoyance by their depredations. A. P. Irving, principal of the Buckingham grammar school in Springfield, tried to get control of this gang by various methods. His efforts failed. At last he decided to try the Boy Scout movement. He formed that wild gang into a troop of Boy Scouts, becoming their Scout Master. The boys became interested in scoutcraft and gave up their lawless practices."

A. R. Hewitt, scout commissioner of Birmingham, Alabama, cites this incident of the change in boys after becoming scouts. "I had a case in developing some poor and homeless boys into scouts. There were among them newsboys, messengers and also the riff-raff of the city. They were unclean in body, mind and soul. They were embryo criminals. I interested them in scout work by taking them into the country. I taught them the scout laws by actual application. I secured them better quarters in which to live; I persuaded them to attend services in the mission where we held our meetings. They soon ceased to use bad language, kept themselves clean and tried to become better boys. I found some good places of employment, where there was chance for advancement and I finally possessed a splendid little troop."

### SCOUT NOTES

**Scouting Americanizes Foreign Boys**  
Honore Willist, author of "The Making of the American Child," in Collier's Weekly, shows a keen appreciation of the Scout Movement in the following extract: "Now, look here, Billy," said Ames, "supposing I brought an Italian boy to you and said: 'Billy, show this kid how to be an American.' What would you do to him?"

"Well, I'd get him some good clothes and I'd teach him English, and I'd put him in school so he'd learn how to support himself, and then, let's see, I'd make a Boy Scout out of him."

### Native Hawaiian Becomes Scoutmaster

A native Hawaiian has become a scoutmaster and has charge of a troop of Boy Scouts of America in Honolulu. His commission was recently issued to him by the national headquarters in New York. His name is Adrian Moses Keoho. He will devote his time chiefly to Catholic boys connected with the Catholic mission. Keoho, who is 28 years old, is employed as a clerk in the naval station in Honolulu. He gives fourteen hours a week to the work.

### Col. Roosevelt Strong for the Boy Scouts

Col. Theodore Roosevelt, Chief Scout Citizen of the Boy Scouts of America, showed his strong sympathy for the Boy Scouts of America recently when he wrote to James E. West, Chief Scout Executive of the Boy Scouts of America, as follows: "More and more I have grown to believe in the Boy Scout movement. I regard it as one of the movements most full of promise for the future here in America."

The Boy Scouts of America in La Paz, Bolivia, are the highest boy scouts in the world. They live in a place 12,500 feet above sea level. "There are troops at a higher altitude," writes C. A. Irle, the scout master, "please let us know where they are."

Because of the altitude the scouting in Bolivia is carried on under entirely different conditions than in almost any other part of the world. Concerning this work, Scout Master Irle writes:

"We have some advantages and some disadvantages. The mountains are near us and we find the hills of two or three thousand feet all around us. We have taken several hikes to the hills and one trip to the mountains. You must remember that at this altitude the air is much lighter than at sea level and one must rest often on a climb than in the United States."

"Our biggest hindrance to a good time on hikes and camping trips around here is the lack of fuel. We have no trees except a few grown in the yards. The ground is nearly barren except for some tough grasses and cactus plants. This lack of good fuel makes it hard to do any cooking. We have very little use for a hatchet. We have to do what cooking we do over grass and weeds that we can gather. Sometimes we have jolly times with our fires, especially after a rain or damp weather. After we get them going they take a lot of coaxing and blowing. Again our rare atmosphere has to be reckoned with, for it does not contain very much oxygen, and as you know oxygen is what makes the fire burn. We also are denied the pleasure of the evening 'camp fire.' You boys all know the silent pleasure of a bonfire and what it is to camp life, in fact it has been called the 'Heart of the Camp.' Well, unless we are fortunate enough to camp where we can gather a big pile of weeds and grass, we have to forego that pleasure."

"Another thing that you boys have that we do not is swimming. There are a few ponds that we have run across, but the water in the rivers, ponds and lakes is too cold to go swimming in. The water is so cold at this altitude that it is said that the Indians that live around Lake Titicaca never have known to learn to swim. Most of the rivers are fed by glaciers and snow fields. These ice cold rivers flow into the lakes and although we have the sun over head at noon, yet it does not succeed in warming our waters enough to encourage swimming."

### Boy Scouts of Scotland.

In Scotland there are 550 Boy Scout troops representing practically an enrollment of 14,000 scouts. That number was an increase of more than 1000 Boy Scouts over the corresponding day of 1911.

### Boy Scouts Save Rabbit.

The spirit that animates the boy scouts is shown in the story told by W. H. Moore, scout commissioner of Richmond, Illinois. The boy scouts prevented the other scouts from killing a rabbit. "The troop," writes Moore, "was hiking one cold drizzly day last winter and snow lay a foot deep upon the ground. The first thrills of fun were commencing to subside when the scout master said: 'Who will find the first live animal?' At once every one was active. Trees were pounded and climbed; logs were looked at and smelled, but no animal. 'Bill of a sudden the thrust of a scout master's staff brought from a wood-buck a hole a cotton-tail rabbit. Slipping, sliding, tumbling, rolling, wading, that troop of twenty-five yelling boys raced after that one lone bunny. Two or three unequal try outs, and soon a scout caught the little brown quivering creature, tired out now by its mad flounder through the bush and snow. 'Bully a fire and cook him,' 'kill him,' 'hit him in the back of the neck,' 'he's our meat,' 'a taste all around,' 'I wish we had another,'—these the expressions of the primitive man. But what said he who held Mr. Rabbit?—'He's such a little thing,—he's all trembling, he's so scared.' 'Wasn't a fair race,' said another. A third said 'let's put him back,' and the feeling of the last speaker took possession of all. So back a quarter of a mile or more those boys trudged—wet, dirty but manly—and bunny found his next scarce collar for his adventure."

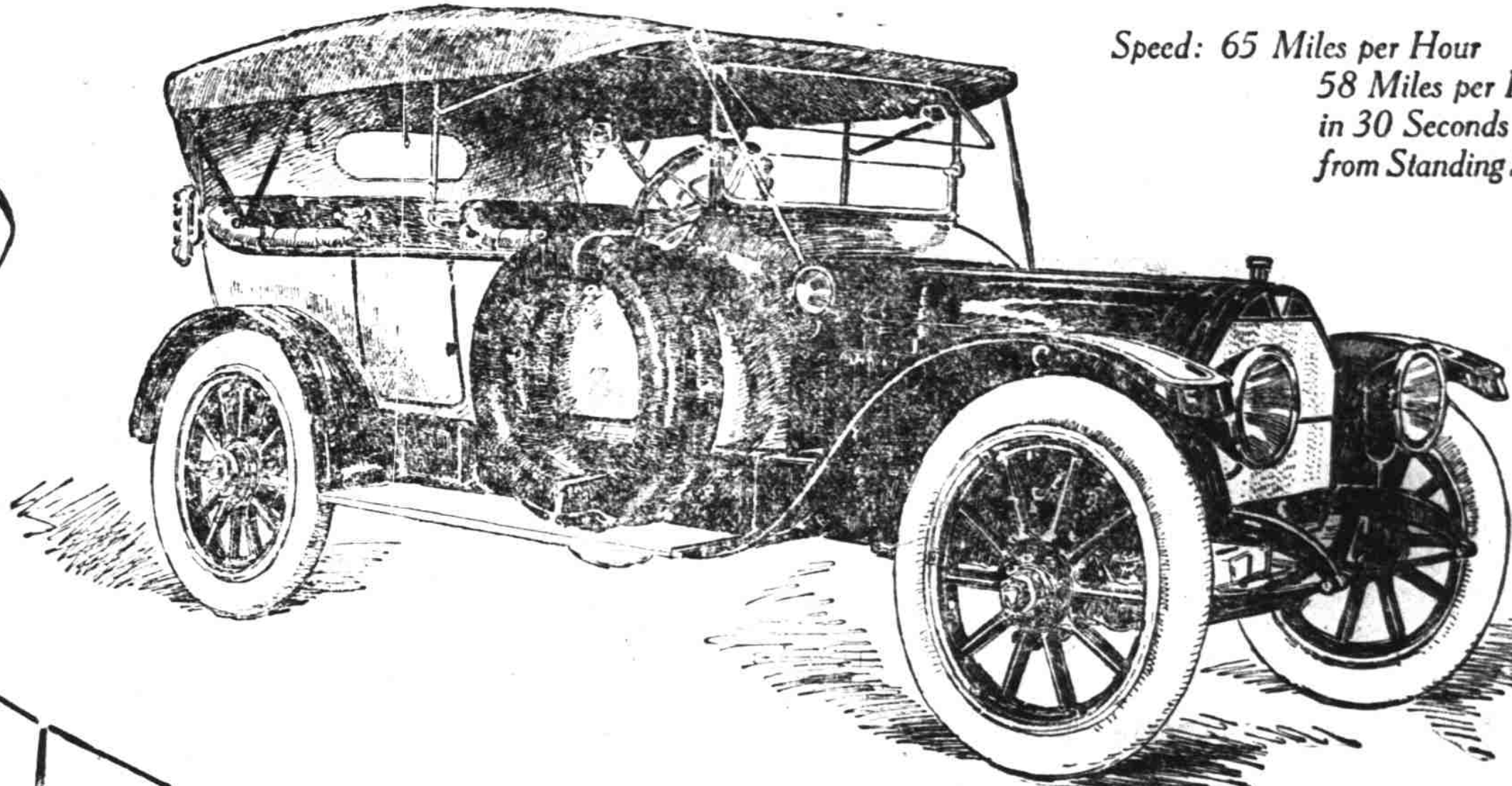
### SINKS DIAMOND IN BAY.

SAN FRANCISCO, Jan. 23.—Down in the murky depths of San Francisco bay lies a \$600 diamond ring that now and again sparkled on the hand of Miss Irene Kelly. Between whistles its radiance was immured in pawnbrokers' vaults. Radolph Wolf gave the ring to Miss Kelly. Whenever he missed it she would give him the ticket and he would redeem the pledge. Tiring of this pastime, Tuesday, after spending \$20 in pursuit of the original \$600, he cast the ring into the bay, and anybody can redeem it, he says, who wants to.

I read it in the Star-Bulletin. It must be so.

# The "54" HUDSON—a "SIX"

Speed: 65 Miles per Hour  
58 Miles per Hour  
in 30 Seconds  
from Standing Start



## The Answer Is Here to that oft asked question: "What will Howard E. Coffin do when he builds a 'Six?'"

The "54" HUDSON is Mr. Coffin's reply to the most frequently asked question heard since the beginning of six-cylinder talk.

The car is here now. Experts who have driven the "54" through mountains, over long tours, in both winter and summer, and who have observed its ideal smoothness and flexibility, claim it to have no superior in any automobile, regardless of make or cost.

Many owners of the highest priced cars have remarked after examining and riding in the "54" that it is foolish for anyone to pay more for an automobile than it sells for, no matter what demands they have or how fastidious they may be.

The surprise to all motorists is that Mr. Coffin developed the "54" HUDSON along entirely different lines from those he had followed in designing his four-cylinder cars.

He is too shrewd a designer to attempt such a departure unaided. Before starting his "Six" he built up his Board of 48 Expert Engineers. Then they all worked together for two years—until every man agreed that this was the best he knew.

**Came from Everywhere**  
Gathered from everywhere, possessing the training and experience acquired in 97 factories, some of them in Europe, these men have helped to build more than 260,000 automobiles.

Mr. Coffin wanted his six-cylinder to be a wonderful car. He knows, as well as anyone knows, the limit of any one man's ability. He knows there is much in six-cylinder cars that four-cylinder experience has not taught. So he went after the men who had done the most as six-cylinder designers.

**Where One-Man Cars Fall Short**  
No man need be told that Howard E. Coffin leads all in building four-cylinder cars. No other designer has built as many successful automobiles. But the mastery of cars of the four-cylinder type is no indication that the man is master of the six.

Many a designer has learned that to his sorrow. Six-cylinder cars have wrecked splendid reputations built up by years of four-cylinder accomplishment.

**Adding Two Cylinders Won't Make A Good Six**  
Very few designers have been able to get in excess of 30 percent increased power from their six-cylinder motors of the same bore and stroke as used in their "four." Although they have added 50 percent to the piston displacement, have practically doubled the gasoline and oil consumption, have increased the weight and have made the car more costly to operate, many sixes have failed entirely to develop that flexible smoothness for which sixes are really built.

Thus is shown the shortcomings of the one-man idea of designing. When one man dominates in the designing of an automobile, it expresses his ability and his limitations. Every man is over-developed in one way or another. Every man is good at one thing and not so good at other things. No man is perfectly balanced and no machine designed by any one man can be more rounded toward perfection than he is the ability and experience of the man who designed it.

**This Not a One-Man Nor a One-Id-a-Car**  
But with 48 men, all concentrating on one car, not much is apt to be overlooked. No one man dominates. Each individual is a specialist in some branch of the work at which no one of his associates is quite his equal.

Consequently the "54" HUDSON is thoroughly proportioned. It is not merely a "Six" which is made so by the addition of two cylinders to a good four cylinder car. It has power. But its power is not abnormal in proportion to its other parts. It has beauty. But

no detail of its mechanical design is overlooked. It is completely equipped. Every detail that adds to comfort and luxury is included, but this is not done with the idea of attracting sales or through skimping in any other direction.

**Each Supreme at His Work**  
Each expert is supreme in the work at which he leads. A badly proportioned car would be impossible under such methods of designing. Imagine the completeness of a car designed under such conditions. There are specialists among these 48 men, some of whom know nothing of motor designing. Their facts is in other directions. They have been gathered from everywhere.

The one-man car, no matter who built it—even though it were Howard E. Coffin himself—cannot be its equal, for no one man can ever possess the skill and experience these men combined possess.

But just as trained soldiers under proper generalship become a fighting machine of greater efficiency than are those same men without direction, so Howard E. Coffin by his inspiration and guidance brought out of his 47 associates work of which they are incapable under other conditions.

All that years of experience has taught in all the leading factories in all types of motor car construction, is represented by these 48 men.

This you can recognize when you examine the car, even though you know nothing of automobile designing. You can sense the distinction, for it is expressed in every line—in the ease of the seats, in the purr of the motor, in its instant and powerful responsiveness, in the smoothness of its riding.

It gives an entirely different sensation from that experienced in other cars. Nothing short of actual demonstration is sufficient to convey an impression of the smooth, gliding sensation of comfort and safety you feel in riding in the "54" HUDSON.

## Electric Self-Cranking—Electrically Lighted

### Comfort

Modern automobile designing is tending toward comfort and convenience. The time was when people were willing to put up with a great deal of inconvenience in their automobiling. They realized that a 150-mile drive in a day was fatiguing. Unless he was particularly robust, the driver hardly felt like covering a similar distance the next day. His passengers usually were tired and cross at the end of the day's journey.

But in the HUDSON every known development looking toward easy riding qualities is incorporated.

The upholstery is 12 inches deep—Turkish type. You sink down into it and lounge restfully in its softness as you rest in a favorite chair. The springs are flexible, bodies rigid and well proportioned. There is roominess in the tonneau and in front.

### Completeness

The regular equipment includes an electric self-starter which, by the touching of a button and the pressure of a pedal starts the motor 100 times out of 100 trials. It is 100 percent sure.

Electric lights are operated from a generator, also a part of the self-cranking arrangement. They project a brilliant light for a much greater distance than gas, and are controlled from the driver's seat.

The windshield has a rain vision arrangement which permits driving in a blinding rain with clear vision for the driver and with full protection to the occupants of the front seat. The windshield is made integral with the body.

The very appearance and feel of the "54" express its quality. A gauge indicates the flow of oil through the crank case. The oil itself is not seen. A hand records that proper lubrication is being given to all parts, and another gauge indicates the supply of gasoline. There is a speedometer and clock. All these are illuminated. The condition of the car and its supplies, both day and night, are at the immediate observation of the driver.

Demountable rims and big tires—36" x 4 1/2"—minimize all the cares. Tire holder, tools and every item of convenience are also included.

### Get-Away—Speed—Power

From a standing start, the "54" HUDSON will attain in 30 seconds a speed of 58 miles an hour. That indicates its get-away. What other car do you know will do as well?

On the Speedway at Indianapolis a stock car, fully equipped, having two extra tires and hauling four passengers, top down and glass windshield folded, traveled ten miles at the rate of 62 1/2 miles an hour. This is marvelous when you consider that only twelve months ago a \$500 prize was offered to the stock touring car similarly equipped that would do one mile in one minute flying start on that track. Several well-known cars attempted the test but failed to make good. Well-known racing drivers pronounced the "54" HUDSON the fastest stock touring car built. It was not planned as a speed car, but as an ideal automobile for every requirement. It will go as slowly as 2 1/4 miles an hour on high and fire evenly on all six cylinders. It will jump to 58 miles an hour within 30 seconds from a standing point. There is more speed in the "54" HUDSON than any driver, except an expert, traveling over a protected and absolutely cleared course, should ever demand of it.

### The Chassis is Simple

There are but two grease cups on the motor. Other lubricating points throughout the chassis are just as accessible.

Consider the importance of choosing a car complete in every detail. In your selection of an automobile it is important that not one item of its design and construction has been overlooked.

It is equally apparent that no one man is so infallible that he is not apt to make mistakes. The safeguard against error is in having many experts design the car. What one overlooks or is unable to accomplish, an associate corrects or is able to do. These 48 men, each a specialist in his line, have put into the car all that they have learned elsewhere. Can you imagine their leaving anything undone in a car they combined in building?

And can you think it possible that anyone is likely to soon produce anything that these men have not already anticipated and that is not already on the "54" HUDSON?

If you do not know the name of the HUDSON dealer nearest you, write us. We will arrange a demonstration that will give you a new meaning of automobile service.

If you are interested in automobiles it will pay you to have your name on our mailing list. Send us your address.

**Electric Self-Cranking.** Automatic. Will turn over motor 300 times. Powerful enough to pull car with load. Free from complications. Simple. Positively effective.

**Electric Lights.** Brilliant head lights. Side lights. Tail lamp. Illuminated dash. Extension lamp for night work about car. All operated by handy switch on dash.

**Ignition.** Integral with electric cranking and electric lighting equipment. Gives magneto spark. Known as Delco Patent System, the most effectively efficient yet produced.

**Power.** Six cylinders—in blocks of three. Long stroke. New type, self-adjusting multiple jet carburetor. High efficiency, great economy. 57.8 horsepower, brake test. 54 horsepower at 1500 revolutions per minute.

**Speedometer and Clock.** Illuminated face. Magnetic construction. Jeweled bearings. Eight-day keyless clock.

**Windshield.** Rain vision and ventilating. Not a makeshift. Not an attachment. A part of the body.

**Upholstering.** 12 inches deep. Highest development of automobile upholstery. Turkish type. Soft, flexible, resilient. Comfortable positions. Hand-buffed leather.

**Demountable Rims.** Latest type. Light. Easily removed. Carry 36 x 4 1/2" Flat tires—heavy car type. Extra rim.

**Top.** Genuine mohair. Graceful lines. Well fitted. Storm curtains. Dust envelopes.

**Bodies.** Note illustration. Deep, low, wide and comfortable. You sit in the car—not on it. High backs. Graceful lines. All finished according to best coach-painting practices. 21 coats—varnish and color.

**Nickel trimmings throughout.**

**Gasoline Tank.** Gasoline is carried in tank at rear of car. Simple, effective, with two pound pump pressure. Keeps constant supply in carburetor either going up or down hill. Magnetic gasoline gauge continually indicates gasoline level.

**Bearings.** All roller bearings, thoroughly tested. Latest type.

**Wheel Base.** 127 inches.

**Rear Axle.** Pressed steel. Full adjustable, full floating. Large bearings. Heat-treated nickel steel shafts. Easily disassembled, an item which indicates the simplicity and get-at-ability of the entire car.

**Simplicity.** The HUDSON standard of simplicity is maintained. Every detail is accessible. There is no unnecessary weight. All oiling places are convenient. Every unit is so designed that it can be quickly and easily disassembled. Think what an advance this is over even the previous HUDSON—the "45"—the "45" with 1000 less parts.

**Models and Prices.** Five-Passenger Touring, Torpedo, Two-Passenger Roadster—\$2450. 10-5 Detroit. Seven-Passenger Touring Car, \$1500 additional. Limousine, 7-passenger, \$1750; Coupe, 5-passenger, \$2550. Extra open bodies furnished with other Limousine or Coupe. Price quoted on request.

**The Hudson "54".** The four-cylinder masterpiece with the highest quality of finish and equipment as is used on the "54" is \$1875. 10-5 Detroit. It is furnished in models of 5-passenger Touring Car, Torpedo and 2-passenger Roadster. See it also.

# Associated Garage, Ltd.,

F. E. HOWES, Manager

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